

## **FAQs for Cadets Interested in Becoming MEDEVAC Pilots**

**Who is the best Medical Service Corps (MSC) point of contact (POC) for ROTC cadets who want to become a MEDEVAC Pilot (Area of Concentration (AOC) 67J)?**

The MSC 67J career manager is at 703-325-2328.

POC for Reserve Component (RC) MSC 67J Aviators is at 703-607-7147.

**How does an officer become an Active Component 67J Aeromedical Evacuation Officer?**

Cadets wanting to become an Active Component MEDEVAC Pilot **must be branched MSC**. A MILPER message is published, usually in October, on the HRC website, <https://perscomnd04.army.mil/milpermsgs.nsf>, that provides information on how to apply. This message, along with AR 611-110, will outline what is needed in the flight application packet. After confirmation of being branched MSC, complete the packet and submit it as per the instructions in the MILPER message. The deadline for the application packet is normally in the April time frame. The MSC Flight Board is usually convened in May with the results published by June.

**How does an officer become a Reserve Component 67J Aeromedical Evacuation Officer?**

Currently there are only MEDEVAC Pilot requirements/positions in the Army National Guard (ARNG). To become a MEDEVAC Pilot in the ARNG, you must be branched in either the Medical Service Corps (MSC) or Aviation Branch in order to perform these duties. Your state then must send you to Initial Entry Rotary Wing (IERW) training at Ft. Rucker, AL. Upon completion, you must be assigned to a state that has a MEDEVAC unit and be slotted into a 67J position on the MTOE document. If initially branched Aviation, the officer must then complete a request for re-appointment into the MSC through their state recruiter in order to serve in the 67J position within their state. A \$30,000 bonus currently exist (Active Guard and Reserve (AGR) officers are not eligible) for ARNG 67J aviators payable in \$10,000 per year increments if serving in a valid 67J position by MTOE.

**How many ROTC Cadets does the MS branch accept each year for flight training?**

The number of officers accepted each year depends upon the quality of applicants and the cap on the number of flight training allotments for each fiscal year. Historically, there have been about 20 officers selected, with 5 officers selected as alternates per year.

**If I've had eye surgery can I still go to flight school?**

If you have had **PRK, LASIK, or LASEK** it is possible to receive a medical waiver. **NO OTHER SURGERIES ARE WAIVERABLE.** For those individuals that have had PRK, LASIK, or LASEK a Laser Refractive Surgery Form must be submitted with the flight physical. FAQ sheets with all of the details and the Waiver Form can be downloaded from [http://usasam.amedd.army.mil/\\_AAMA/policyLetter.htm](http://usasam.amedd.army.mil/_AAMA/policyLetter.htm)

### **How often does the Medical Service Corps branch hold the Flight School Selection board?**

The MSC holds one Flight Selection board per year (usually in May) and selects officers for training for the next (fiscal) year.

### **Will the selected officer go directly to flight school training upon graduation from the Officer Basic Course?**

Yes, in most cases. One example of when an officer might not go directly to flight school directly after OBC is for December graduates who have an OBC class that is completed before the Flight Selection Board results are released. In this case, the officer will go on to his/her designated follow on assignment and be sequenced into a flight school class after meeting approximately 12 months on station. The designated assignment is usually Korea.

### **What are some good things about being a Medical Service Corps Aviator?**

MSC Aviators enjoy opportunities as both aviators and healthcare professionals. As Aviators, they directly support saving lives on the battlefield. The skills of these dedicated pilots are essential to what we do daily in the Army 24 hours a day, 7 days a week, in peacetime and in combat. As healthcare professionals, aviators get opportunities to serve in various administrative capacities when not assigned to medical evacuation units. These administrative roles could include opportunities as:

70A – Health Care Administration

70C – Resource Management

70D – Information Management

70E – Patient Administration

70F – Human Resource Management

70H – Health Services Plans, Training, Intelligence and Security

70K – Health Services Logistics

Aviators can expect to fill 67J coded positions until the active duty service obligation and/or first flight gate is met. Aviators designate a secondary specialty between their 6<sup>th</sup> and 8<sup>th</sup> year of service.